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[a1034]

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Only communications relating to the new column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JANUARY 22ND, 1913.

It was only to be expected that, coming into office under such circumstances as those we have already discussed in this column, Prince KATSURA's position would be as Prime Minister of Japan anything but a bed of roses. Our Tokyo telegram yesterday reported the possibility of the Prince dissolving the Diet, as a retaliatory measure against the political resentment which his acceptance of office in the crisis has evoked. That crisis, it will be remembered, arose out of the advocacy by the Military party in Japanese politics of a proposal to strengthen the garrison in Korea by two extra army divisions while Japan is yet groaning under the heavy burden of the war taxes which have been continuously levied since the war with Russia. Both on economic as well as high political grounds the proposal met with strong opposition both in the old Cabinet and throughout the country; the SATO Cabinet broke up over the question and considerable difficulty was experienced in finding a statesman willing, in the circumstances, to undertake the responsibility of forming a new Cabinet. Finally the command was given by the Emperor to Prince KATSURA, who in the course of his political career had twice filled the post of Prime Minister, and had decided to retire from the political arena and to devote himself in future to the service of the Emperor in the capacity of Grand Chamberlain and Keeper of the Privy Seal. In an interview with REUTER's correspondent

in Tokyo the Prince recently gave an outline of his policy, and it is difficult to find in this statement any justification for the political turmoil which it is to be inferred from the Tokyo telegram was published yesterday continues to exist in Japan, unless it be that the Military party are strongly opposing the side-tracking of what has come to be known as "the two Divisions problem." In the interview to which allusion has been made, Prince KATSURA described this problem as having been "quashed for the time being." He explained that it was a much-misunderstood proposal. "It did not have its origin in any ideas of continental expansion. If such had been intended two Divisions would be hopelessly inadequate to ensure success." On the other hand, the protestors have argued that the strenuous advocacy of the proposal is inexplicable on any other ground. Prince KATSURA's pacificatory views are well-known. He described himself in the interview as the founder of the first Anglo-Japanese Alliance and he signed the renewal of the Treaty and also the revision on the renewal in 1911. The Anglo-Japanese Alliance he described as having consummated the purpose of maintaining peace in the Far East, and his policy, therefore, he said, would be very strictly in accord with the principles of that Alliance. What he and Japan wanted was peace. In his first and second Ministries he had tried his utmost to remove all obstacles to permanent peace in the Far East. On the subject of the Naval programme, the Prince said that his Cabinet would not embark upon a policy of naval expansion. Their programme, he said, would be limited to such steps as would maintain the fleet at its present strength and to the replacing of vessels as they became obsolete. He denied that Japan had any intentions towards annexation of Manchuria or any alteration of the status quo there, and he gave the assurance that Japan, so far from being hostile to China was sincerely anxious to render her all possible assistance in evolving from her present unsettled condition a state of permanent order, so that trade and commerce between the two might prosper and develop. On the question of finance, Prince KATSURA stated that the Cabinet would insist upon the maintenance of the present standard of debt redemption of Y. 50,000,000 annually. No new loans would be contracted and the strictest attention would be paid to retrenchment. The Cabinet, Prince KATSURA added, would feature in its programme the development of the country's industries and agriculture. It was important, he said, to reduce the present adverse margin of imports over exports, and he particularly hoped to reduce the existing large imports of foodstuffs. The production of foodstuffs within the Empire, he added, was capable of being largely increased by improvements in the methods of agriculture. Especially was this the case with Hokkaido, Korea, and Formosa, and it was also true of certain parts of Japan proper. On the whole the programme seems sound and well suited to the needs of the situation in Japan. Something more has been expected in the way of reducing the burden of taxation, but this for the present seems impossible without cutting down the standard rate of debt redemption, a policy which it would be extremely unwise for the country to adopt. Prince KATSURA in announcing his intention to form a new political party is presumably counting with confidence on enlisting sufficient support for a policy whose outlines commend themselves to all reasonable and reflective politicians.

The Li will case occupied the Appeal Court yesterday and will probably last all week.

The old Supreme Court buildings in Queen's Road will be opened for the hearing of police cases for the first time on Monday.

The Chinese Government has offered the office of a financial adviser to Dr. Viessing, the Dutch Financier, to replace the late Dr. Roest.

Mr. R. F. C. Hedgeland, M.A., and Mr. David Templeton of Hongkong are among newly-elected Fellows of the Royal Colonial Institute.

Mr. Louis King, Vice-Consul at Chengtu, has been deputed to proceed to Fushun, for the purpose of conducting an enquiry into the attack upon the Rev. R. O. Jolliffe and Dr. J. R. Cox by armed robbers on January 2nd.

Mr. Clarence Edward Gauss, who was U.S. Deputy-Consul-General in Shanghai from 1907 to 1909, and has since been in the Department of State at Washington, has been appointed Vice-Consul-General in Shanghai, to succeed Mr. W. R. Dorsey, who left Shanghai in the early part of November last to take up the duties of Consul for the United States at Jerez, Spain.

Dr. W. D. M. Koch leaves to-day by the *Prinz Ludwig* for Home on six months' leave of absence.

Inspector Dymond prosecuted 18 Chinese for gambling yesterday. Mr. Hazeland fined the two keepers of the house \$50 and the others \$3 each.

Before Mr. Hazeland yesterday 15 men were charged with frequenting an opium divan at 1, Ng Fuk Lane. The keeper of the divan was fined \$250 or two months' imprisonment, and the remainder were fined \$2 each, or seven days in default.

Acting under medical advice, Mr. H. P. Wilkinson, H.B.M.'s Crown Advocate, at Shanghai, will leave for the homeland in the latter part of next month. During his absence, the duties of Crown Advocate will be carried on by Mr. W. A. C. Platt.

Mr. John H. Lewis, of Elm House, Hythe, Kent, and formerly of Hongkong, of the firm of Messrs. Douglas Laiprak & Co., of Hongkong, who died October 28th last, left estate of the gross value of £17,046, of which £16,438 is net personalty, and probate of his will has now been granted.

The magnificent Japanese bronze tiger which has been recently exhibited in Messrs. Komor's art curio store in Alexandra Building has been sold, we learn, to Mr. Harold Thomas of Battle Abbey, Sussex, who recently passed through Hongkong. It will be seen from an advertisement on page 4 that Komor's are introducing Turkish carpets at factory prices.

The chief officer of the P.M. steamer *Persia* met with a very serious accident while the ship was at Woosung. As a result of a fall into the hold, he fractured his right arm and suffered a severe injury to the skull. In response to a telegraphic message from Woosung, an ambulance was in attendance at the Jetty to meet the tender, and on arrival there the injured officer was immediately conveyed to the Shanghai General Hospital, where his injuries were attended to by the ship's doctor, as well as by the Hospital doctors. His injuries are reported to be of such a serious nature that he will have to remain under surgical attendance for some time to come.

THE TRAMWAY BOYCOTT.

As most people can see for themselves, the boycott of the tramways is practically at an end. Daily the cars are carrying more passengers than they have done for some time, and while this is due to a gradual return to normal conditions it is in part due to the use of the many tickets that were bought up by leading Chinese to induce others to travel on the cars. There may be a feeling of hostility in one or two districts, but there can be no doubt that for all practical purposes the boycott is at an end. This achievement is due not to the official leaders of the Chinese community but to men who have come forward and spared neither time nor money in inducing their compatriots to adopt a more rational course. Little was done towards breaking the boycott until Mr. Lau Chu Pak acceded to the request of friends and came from his retirement into the forefront of local affairs. His sound common-sense statements and cogent arguments presented in a forceful style were not without their effect on the Chinese community, and the good work inaugurated by him was taken up enthusiastically by others, notably by Messrs. Un Kam We, Lai Ying Kee, Wong Mow Lam, Fung Fuk Tin, and Ip Lau Chuen, with the result that their hearty co-operation soon brought about the happy state of affairs which we see to-day.

BURGLARY ALARM AT KOWLOON.

Considerable alarm was created in Kowloon yesterday morning, when the sounds of police whistles and excited voices were heard coming from the direction of Kimberley Road. So far as can be ascertained, the cause was due to the discovery of an unknown Chinese on the premises of Knutsford Hotel about 3 a.m. He is said to have ran off, but was chased by some Indian servants and others. It is stated that the thief had collected about twenty pairs of boots and shoes from bedroom doors.

The police are making inquiries, and we believe that an arrest has been made.

SIBERIAN MAIL.

Hongkong shares with the Far East generally in the dissatisfaction which is felt regarding the irregularities in the Siberian Mail. It seems to be usual now for the mail which leaves London on the Friday to be delivered before the mail which closes in London on the Wednesday, an instance of which occurs this week.

We note that in consequence of representations made on the subject the matter is engaging the attention of the General Post Office in London.

THE APPEAL COURT.

Yesterday the matter of the appeal between G. K. Hall Brutton, appellant, and Leung Shiu Kong, respondent, with respect to a question of costs, was mentioned before their Lordships sitting in the Appeal Court.

The Hon. Mr. Pollock, who appeared for the respondent, said he wished to ask their Lordships whether the Court could give any intimation as to when it would hear the appeal. His friend, Mr. Slade, was on the other side.

Sir Haviland de Sausmarcz—This appeal was not entered until after the beginning of the session. If there had not been so much time taken up with the Li case there would have been time to take it. I have to consider my other duties. The ordinarily expected time has been much exceeded by what happened in this case, and I do not think there would be any probability of that appeal being taken now.

Hon. Mr. Pollock—Suppose it could be taken, when would it come on?

Sir Haviland de Sausmarcz—Afterwards. It depends so much upon how long this case continues.

Hon. Mr. Pollock—Assuming the time permits, you would take this appeal?

Sir Haviland de Sausmarcz—I certainly would not postpone my departure for this case alone. As far as I know the report is not even in my hands.

Sir W. Rees Davies—There is no great urgency in this matter. It is simply a matter of taxation.

Hon. Mr. Pollock—I thought I would mention the matter.

Sir Haviland de Sausmarcz—If you renew your application at the conclusion of the arguments in this case we shall know much better where we are.

CHINESE CONTRACTOR FINED.

FALSE TRADE MARK.

A Chinese contractor, of 23, Circular Pathway, Queen's Road, was summoned by the Green Island Cement Co. for "having in his possession for purposes of trade goods to which a false trade description was applied."

Mr. W. L. Shenton prosecuted, and Mr. Crowther-Smith appeared for the defendant.

A Sapper in the Royal Engineers, named T. J. Coombs, stated that in November last he was deputed to superintend the erection of certain military works in accordance with a specification signed by the defendant, as contractor. Two bags of cement were brought by coolies, and they put them on the barrow ready for use. Witness, however, could not pass them because there were holes in the bags and there was no Crown paper inside at all. Four more bags followed and they were put into the cement store. These, too, could not be passed, because they were not sealed as they ought to have been. When witness first saw the bags there were no seals on them, but later he found three bags on one bag and one on another. They had obviously been tied on whilst witness was away examining the other bags. There was a big hole in one of the last four bags and inside he found a portion of a Chinese newspaper. The bags were not cross-stitched, as were those of the Green Island Cement Co., but they had the Company's marks—three blue lines—on them. One of the first two bags was emptied, and inside were pieces of string and chippings. The cement was raw, and looked as if it were scrapings.

Witness went for Quarter-Master-Sergeant Boyd, and on returning he found that the piece of Chinese newspaper was missing, and a piece of Crown paper substituted. Witness had a conversation with the Chinese foreman, in the course of which he affirmed that the cement was not that of the Green Island Co., and the foreman declared that it was. Witness stopped the job, and later in the day 30 bags of Green Island Cement were received, and were passed. This consignment was followed by 20 more bags, all of which were properly sealed and stitched.

Evidence was also given to the effect that the cement was not manufactured by the Green Island Cement Company.

Mr. Crowther-Smith said it was quite clear from the evidence that the defendant was not on the work at that time, and that these bags were extra. He contended there was no evidence of possession except by the foreman. His Worship would have to decide whether possession by the foreman was possession by the defendant. There was no evidence that the defendant ordered the bags, and in this case the servant must have ordered them. It was quite probable that the foreman ran short of cement and ordered some from outside.

After a lengthy argument his Worship (Mr. Melbourn) intimated that he was against Mr. Crowther-Smith on this point.

Mr. Crowther-Smith asked his Worship, if he intended to convict, to consider the fact that the defendant was innocent. Mr. Shenton said the case must be viewed from the point of view of the Cement Company, which was entirely in the hands of these contractors. Defendant was fined \$100.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

THE NAVAL "BATTLE."

It is undoubtedly that the Greeks have had a considerable naval success. The Allies have warmly congratulated Greece upon the victory.

It is officially stated in Athens that the Turkish squadron consisted of 18 units and 146 guns and the Greek squadron consisted of 12 units and 106 guns. The fighting started at 7,500 yards distance, but the Greeks eventually increased their speed and got within 4,000 yards, when the firing of the Turkish battleships *Medjidieh* and *Messudieh* ceased, and the *Barbarossa* and *Torgut Reis* slackened fire, being enveloped in steam. The Turkish line was in great disorder and went at full speed for the Straits, the funnels emitting flames.

A message from Port Said states that the *Hamidieh* has entered the Suez Canal and is proceeding towards the Red Sea.

BULGARIA READY TO RESUME HOSTILITIES.

Reuter learns that the Bulgarian Premier has empowered the delegates in London to telegraph to General Savoff direct to resume hostilities when they think there is no reasonable prospect of the conclusion of peace. He has pointed out that the soldiers of the Balkan States must be able to return to the fields at the latest at the beginning of February, otherwise famine will be inevitable.

CHINA AND OPIUM.

LONDON, January 21st.

Mr. Acland, replying to a question addressed by Mr. Ginnell, in the House of Commons, on Monday, said that the terms of the proposed Sextuple Loan contain no provision for the purchase of stocks of Indian opium at Shanghai or elsewhere, nor any condition regarding opium whatever.

Mr. Ginnell—Does the Government insist upon China paying for opium which she does not want?

Mr. Acland—No.

MONGOLIA AND TIBET.

LONDON, January 21.

Reuter's correspondent at St. Petersburg wires that a telegram has been received from Urga which states that according to the Treaty between Mongolia and Tibet in addition to the provisions already mentioned the Dalai Lama accepts the proclamation of the Kutukhan as ruler of the Mongolians and the Kutukhan recognises the independence of Tibet with the Dalai Lama as ruler. Both pledge themselves to assist one another to the end of the time, and each protects his subjects together.

AUSTRALIAN POLITICS.

LEADER OF OPPOSITION ANNOUNCED.

LONDON, January 21st.

A message from Melbourne says that the Hon. Mr. Cook succeeds Mr. Deakin in the Leadership of the Opposition. He says the Party's fiscal policy will be the maintenance of the present tariff. The appointment is non-political.

WOMEN'S SUFFRAGE.

INTERESTING POLITICAL SITUATION.

LONDON, January 21.

Political interest at the present moment centres in the Franchise Bill, to which Sir Edward Grey moves an amendment on Friday to extend the franchise to women. Both the Front Benches and the rank and file of all parties are hopelessly divided.

Mr. Asquith, Mr. McKenna, Mr. Harcourt, Lord Crewe, Mr. Austen Chamberlain, Mr. F. E. Smith, and Sir E. Carson are the principal opponents, while Sir Edward Grey, Mr. Lloyd George, Lord Morley, Lord Haldane, Mr. Augustine Birrell, Mr. Bonar Law, Mr. Balfour, and Mr. Wyndham are the chief supporters of female suffrage. Although the voting is strictly on non-party lines there is considerable speculation as to Mr. Asquith's position if the amendment is passed. As he vehemently opposes women's suffrage it is believed that many Liberal suffragists will support him in order to prevent a possible crisis.

[Our London correspondent has a timely reference to this subject.]

[THROUGH REUTER'S AGENCY.]

IMPERIAL WIRELESS TELEGRAPHY.

LONDON, January 21st.

At the meeting of the Marconi Committee of Inquiry a letter from the Marconi Company to the Postmaster-General was read, stating that the Company had accumulated material and a large staff who may be months idle, and asking to be released from their contract owing to the great expense entailed by the prolonged delay, and the prospect of still further delay owing to the appointment of a technical committee. The Company would be prepared when the investigations are concluded to devote their whole energy and experience to the construction of the Imperial stations upon terms agreed upon.

RICKSHA COOLIES' IMPERTINENCE.

Revenue Officer D. J. MacKenzie proceeded against three ricksha coolies for refusing legal hire. He stated that he went to get a ricksha at Kowloon, but although there were a number of rickshas there he was unable to get one. Witness was in uniform, and called an Indian constable's attention to the fact that he could not secure a ricksha. He asked the constable to engage one for him, but he failed to do so, and the constable had to take the numbers of the three leading rickshas. Witness said that this was a put up job for those who paid them the legal fare. The coolies watched to see when he came along, and then they left their rickshas, and witness had great difficulty in getting a ricksha simply on account of people who paid double fare.

In reply to Mr. Melbourne, witness stated he was always having trouble. His Worship told the defendants that if they pled for hire they must accept the first man who applies for it. If the men did not pay them the proper fare all they had to do was to complain to the police. He fined them \$2 or five days' each, and cautioned them.

THE HIGH PROFITS OF SHIPOWNERS.

INCREASED VALUES OF TONNAGE.

Dealing in the course of their circular with the prosperity of shipping, Messrs. H. E. Moss & Co. say that the results of the year just passed, without doubt, were for shipowners beyond the dreams of avarice. They continue—

Though during the past few weeks there has been a marked set-back in freights, and a corresponding falling-off in the demand for the purchase of ships, we are of opinion it is only temporary, and that early this year freights will again improve, and though they may not reach the extraordinary level of last autumn, they will, we feel sure, satisfy the expectations of all concerned. It is easy to conceive that the reason for the recent decline in freights was brought about mainly by the present unsettled state of affairs in the Near East, and the brief strike on the North-Eastern Railway at Newcastle, which latter, though only of a week's duration, dislocated business and threw tonnage on many markets quite unexpectedly.

Referring to the great increase in the cost of construction and the large profits made by owners, who have been able to sell vessels at considerably more than the purchase price, Messrs. Moss say—

Prices for building new steamers have, during the past two years, continued to advance, and are likely to be higher, as we anticipate a still further increase in the cost of production. Steamers of 7,500 tons deadweight, which cost £28,000 to £30,000 two years ago, would now cost about £36,000, so that the advance may be computed on new shipping at about 40 per cent. within two years, and with the large amount of Naval work about to be placed we do not see any prospect of a marked reduction in the cost of building new ships for some time to come. Many far-seeing owners who contracted for new steamers some time ago have realized huge profits, ranging in some instances between £15,000 to £20,000 per boat, and in several cases much more. The prices obtained for second-hand tonnage have increased proportionately and the number of sales made in 1912 has been beyond record.

FLEET COMPARISONS.

In the House of Commons last month, Mr. F. Hall asked the First Lord of the Admiralty, if he would state what would be the combined strength in 1915 of battleships and battle-cruisers of the Dreadnought or improved class of the fleets of Germany, Austria, and Italy on the one hand, and of Great Britain, France, and Russia on the other, if the present shipbuilding programme of the respective countries were adhered to.

Mr. Churchill: Taking the middle of 1915, the figures asked for are as follows:—

Germany	23	Great Britain	37
Italy	8	Austria	12
Austria-Hungary	7	Russia	4

Total 36 Total 63
In the figures for Great Britain the *New Zealand* is included but not the *Australia*, and no account is taken of Canadian and Malayan ships. The Lord Nelsons and Radetsky are counted Dreadnoughts as well as the *Danton*.

LOCAL SPORT.

LEAGUE CRICKET.

CHAIKONGWATER 2. HONGKONG "B".
This league match was played at Happy Valley on Saturday, and resulted in a win for the visitors. Scores:—

CHAIKONGWATER		HONGKONG "B"	
N. H. Vivian, b. Dodwell	34	E. L. Braga, b. Dodwell	5
E. L. Braga, b. Dodwell	5	G. A. Hancock, b. Dodwell	17
G. A. Hancock, b. Dodwell	17	R. A. Carvalho, b. Dodwell	3
R. A. Carvalho, b. Dodwell	3	H. H. Taylor, b. Claxton	10
H. H. Taylor, b. Claxton	10	J. V. Braga, c. Claxton, b. Heygate	22
J. V. Braga, c. Claxton, b. Heygate	22	L. A. Rose, c. and b. Dodwell	4
L. A. Rose, c. and b. Dodwell	4	R. Basa, c. Maas, b. Dodwell	13
R. Basa, c. Maas, b. Dodwell	13	R. Pestonji, c. Moore, b. Claxton	12
R. Pestonji, c. Moore, b. Claxton	12	C. Johnstone, run out	9
C. Johnstone, run out	9	Dr. F. H. Kew, not out	10
Dr. F. H. Kew, not out	10	Extras	17

Total 156

Bowling Analysis.		R. W.	
Dodwell	20	1	66
R. Hancock	5	0	24
Claxton	11	4	22
Heygate	4	0	27

HONGKONG "B"		R. W.	
J. S. Jellie, c. Braga, b. Pestonji	36	0	0
M. Oliver, b. Pestonji	0	0	0
S. S. Moore, b. G. A. Hancock	39	0	0
St. Roche, c. J. Braga, b. G. A. Hancock	28	0	0
R. Hancock, st. b. G. A. Hancock	20	0	0
A. A. Claxton, b. Pestonji	0	0	0
S. H. Dodwell, b. Pestonji	0	0	0
H. Hancock, run out	10	0	0
M. Maas, not out	5	0	0
R. Thurstield, not out	0	0	0
Lieut. Heygate did not bat	0	0	0
Extras	18	0	0

Total (for 8 wks.) 160

Bowling Analysis.		R. W.	
Taylor	11	1	38
Pestonji	11	2	51
Johnstone	3	0	21
G. A. Hancock	3.6	0	20

HONGKONG CRICKET LEAGUE.

The following is the table up to date:

	P.	W.	D.	L.	Pts.
Chai Kongwater	7	1	1	2	22
Hongkong "B"	5	6	0	0	18
Kowloon	7	6	0	1	18
Civil Service	8	4	1	3	13
Staff and Dept.	10	2	3	5	9
Hongkong "A"	6	2	1	4	6
R.G.A.	3	1	1	4	4
E.E.	5	0	1	4	1
H.K. Police	8	1	1	7	1

A win merits 3 points, and a draw 1 point.

LAWN BOWLS.

The semi-final in the competition for the prize bowls presented by the Distillers Company, Limited, Edinburgh, to the Kowloon Bowling Club took place last night at King's Park between A. A. Milroy and G. K. Haxton, the latter running out an easy winner by 21 shots to 5. The final between Haxton and R. Hunter will if possible be played next Saturday afternoon.

HUGHES COMEDY COMPANY.

Before a good house the Hughes Musical Comedy Company staged the two act comedy "A Day at the Races," at the Victoria Theatre last night. The humorous element was well sustained in the parts of Joy and Gloom. The singing and dancing of the chorus and the harmonious swing of the comedy did much to provide an enjoyable night's entertainment.

SHANGHAI TRADE.

Messrs. Ilbert & Co.'s Piece Goods Market Report says:—
Business with the New Year has opened in a promising manner, and several large dependencies have shown a disposition to take supplies in quantity. Szechuen dealers have bought from "spot" about 800 cases White Shirtings, also 200 Bales of common and best qualities of 12 lbs. English 36-inch Shirtings. Hankow has bought some 400 Bales 36 inch Shirtings, while Tientsin is credited with purchases of about 500 cases of Fast Colour Prints, all these transactions being for prompt clearance. There are buyers for several outlets of low and medium Fast Black Italian and of good quality Venetians, and many other lines of goods are sharing in the general trade. The general outlook for business is in fact as cheerful now as it was cheerless at this time last year.

From a statistical standpoint, both 1911 and 1912 year's trade cannot be properly utilised for comparison along with the quantities of previous year's importation and deliveries, as over two months of the year were covered by the revolutionary period and more than three months out of last year's in spite of this, the interior trade of the country, according to information published from Peking regarding the Customs returns, surpasses all previous years, Shanghai and some of the Manchurian ports alone showing any falling off in figures, the aggregate being Tls. 3,800,000 ahead of 1910 and constituting a new record. This extraordinary vitality of trade which the country can show after a period of so great political and monetary stress as that through which it has passed, augurs well for the future development of commerce in China, even if only a moiety of the principles of reform and progress which are mooted ever become genuinely established.

NEW FRENCH FLAGSHIP.

The French armoured cruiser *Montcalm* has come out to Saigon from Toulon to relieve the *Kleber*, a ship of a smaller build and less powerfully armed. The other armed vessel which the French Republic has stationed in the East is the *Dupleix*, a sister ship of the *Kleber*. As the *Montcalm* will be the largest vessel on the Station, she will carry the Admiral's flag.

The new flagship was launched at La Seyne in 1900, and was completed two years later at a cost of £202,800. She is a first-class cruiser of 9,000 tons, and carries two 7.6-in. guns, eight 6.9-in. and a few smaller pieces. Her crew numbers 612.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, Dec. 24th, 1912.

THE FOOD TAX HOGEY.

Mr. Bonar Law performed useful service at Ashton-under-Lyme last week in disposing of the Food Tax hogey, which is the chief stock in trade of the Radical party. The Conservative Leader laid down in no uncertain terms the future policy for his party and presented a clear issue on which there can be no dispute. Mr. Bonar Law took pains to remove every suggestion of ambiguity from the Unionist programme and he has now pledged his party as follows. If it is returned to power it will first call an Imperial Conference for the explicit purpose of discussing Preference and whether fresh duties shall be imposed on food imported by this country. If the Dominions say that they do not desire Preference the need of debating whether we shall tax food-stuffs will not arise. If the Dominions desire Preference but do not ask for food duties there will be no food taxes other than these already in force unless demanded by the Colonies, and on this point Mr. Bonar Law gave the further pledge that if such taxes are imposed any revenue derived from them will be used in alleviating other burdens which fall upon the working classes. The Unionist Press welcomes the speech, with the exception of the *Times*, which calls attention to the danger of detailed pledges where conditions cannot be known. I must also refer to the closing passages of the speech. Pressure from the outside, declared the Unionist Leader, was welding the Empire more closely together, but real unity could only come through a Federal system. The Empire which our fathers had built up had to be consolidated. This work was not easy, nor would it become more easy as time went on. It would not be possible at all if it were made a party question. "I believe," he said, "there are many members of the present Government who aim at this ideal as heartily as I. If it is pursued by statesmen of the Mother Country and of the Colonies with goodwill, with patience, and, above all, with courage, I believe it can be accomplished."

Mr. Lloyd George will commence what is called the Land Campaign in the New Year. The party enquiry which has been in progress this summer is concluded and the report of the Committee will be in the hands of the Cabinet during the Christmas recess. The Chancellor is due to speak at Swindon on January 14th.

100 YEARS OF PEACE.

On Christmas Eve, 1814, England and America signed a treaty of Peace at Ghent, and the centenary is to be celebrated in a fitting manner. This is as it should be, for, to use the Premier's words, the peace, which has stood the strain of changing Governments and varying circumstances, is an example to the world of the possibility of harmonious and sympathetic interaction between nations equally proud and equally independent, thus constituting a state of things for good scarcely less important for the Old World than the New. Large and influential committees are now at work in both countries, and one outcome will be that impressive monuments will be erected in Canada, Britain and the United States. Of more immediate interest to us, however, are the proposals which will have to be carried out here. These are three in number and are calculated to arouse widespread interest. One is the erection of a monument to George Washington in Westminster Abbey; the second is the purchase of Sulgrave Manor, in Northamptonshire, the ancestral home of the Washington family, and the third is the erection of lectureships, school readers and prizes to foster mutual knowledge between the two nations, and promote the growth of feelings of respect, affection and goodwill. About £80,000 will be required, and substantial contributions have already been made. Earl Grey is the President of the British Committee.

LESSONS IN EMPIRE.

Of recent years the Royal Colonial Institute has performed much valuable work in bringing the Empire in its varied aspects before the notice of the British public. The Council is now turning attention to the younger generation and has arranged for a series of popular illustrated lectures to be delivered during the Christmas holidays. It is hoped thereby to spread among the young people of London a better knowledge of the development of the overseas Dominions and Crown Colonies. Mr. W. H. Garrison is to open the programme on January 2nd with "Our World-wide Empire."

THE MIKADO'S CARS.

An English firm has just completed five cars for the household of the Mikado. The fleet consists of two Limousines, landaulets, on 38 h.p. six-cylinder

Daimler chassis; two exactly similar, so far as coachwork is concerned, on 35-50 h.p. F.I.A.T. chassis, and one private omnibus on a 40 h.p. Mercedes chassis. The cars are painted a rich crimson, known as Japanese Imperial red, relieved by black mouldings and gold fine lines. Inside the upholstery is carried out in a delicate fawn cloth with rich silk laces to match. The fittings are of silver and mother-of-pearl and include electric communicators, cigar-lighter and flower vases. All the cars are fitted with outside and inside electric lamps, supplied with current generated by automatic dynamos, the C.A.V. system being adopted, and the lighting equipment of each car has cost over £100. The little lamps on the roof above the wind-screens are three-way green lights, by which the Imperial cars can always be identified. Also, when a door is opened an electric lamp is automatically switched on to light the step for anyone entering or leaving the car. Electric provision for warming in winter time is made by utilizing the heat of the exhaust from the engines.

GERMANY AND THE "B2."

I should like to draw attention to a pleasant exhibition of international amity. On October 4th the submarine *B2* was sunk near the Goodwins while engaged in manoeuvres arranged with the idea of preventing an imaginary foe from passing the Straits. It was dark at the time and the submarines were full in the path of shipping. Under these circumstances the *B2* was run down by the German liner *Amerika*. As a result of the action brought by the Admiralty the owners of this vessel have agreed to pay 95 per cent. of the Admiralty's claim, and have further agreed that all the life claims shall be dealt with in exactly the same way as if the *Amerika* had been adjudged alone to blame. It is, of course, impossible to decide the rights and wrongs of the case without having all the evidence before one, but on the face of it, and certainly from the layman's point of view, it would seem as if the German owners had behaved very generously in the matter.

PANAMA CANAL BOOM.

Canada expects a great wave of prosperity to follow the opening of the Panama Canal. Sir Thomas Shaughnessy, President of the C.P.R., estimates that the population of British Columbia alone will increase by three millions, while Vancouver will be the big port of entry of everything that comes into the West by sea. The completion of the canal will work a commercial revolution in Canada, and money put now in real estate in Vancouver looks like giving an enormous return. Calgary, Edmonton and Winnipeg will contest with Vancouver for commercial honours, but the latter city is destined to become the metropolis of all Canada. Relief to the farmers in the way of shipping their wheat must come from the West Coast—from the Panama Canal through the ocean ports of Vancouver, Prince Rupert and Port Mann. And the eyes of all Canada are turned hopefully to the West, in which direction the wealth of wheat will go, bringing with it fabulous returns.

PREMIER AND SUFFRAGE.

Rumours have been circulating recently to the effect that if woman's suffrage is carried in any form Mr. Asquith will resign. The *Sunday Times* says that he has made it clear to his colleagues that he will retire at the end of the present Parliament if the Votes for Women policy is carried in any form or becomes part of the policy upon which his party appeals to the country. I am told that Mr. Asquith was privately approached on the subject and his reply is believed to have been that such rumours did not call for serious contradiction. However, a friendly question was asked in the House, and the Premier replied:—"I am not aware that any such belief exists among members of the House of Commons or of any ground upon which it is supposed to rest." Mr. Page Croft, the Unionist member for Christchurch, at once scored a point for the Opposition by exclaiming, "Is the right hon. gentleman prepared to assent to a policy which he has described as 'a national disaster'?" The Premier pleaded that this was a mis-quotation.

THE CHRISTMAS MAIL.

Elaborate preparations have been made to cope with the Xmas parcel and letter traffic, which promises to provide a record. Nearly 10,000 auxiliary postmen and sorters have been engaged, or 600 more than were employed last year. The period of extreme pressure for most of the Colonies concluded last week and some remarkable figures are to hand. The Australian mail, via Italy, which is the main route, shows an increase of half a million letters and newspapers over 1911—that is to say, during the five weeks just ended. Other increases recorded are:—New Zealand 13,000; China and Japan, via Siberia, 153,000; Canada 173,000. The latest form of militancy adopted by

the suffragists is causing the authorities considerable anxiety, and police officers now watch all the main city offices. Even this does not prevent the correspondence of the public being attacked, for it is very easy to conceal a small bottle of liquid inside an envelope. Despite the vigilance of the police letters of this description have been posted, and many thousands of packages destroyed. Some firms have asked permission to hand in their letters over the country, but the Postmaster General refuses to allow this. He says it would simply make for congesting the ordinary counter work and would be to the detriment of the public rather than to their advantage.

A STRIKE AT BELFAST.

The dockers and seamen of Belfast have combined in a strike, with the object of preventing the introduction of Chinamen into local shipping circles. The s.s. *English Monarch*, which recently arrived with a big cargo of grain, is lying idle, and the owner, so it is stated, desired to bring over a gang of Chinese firemen to take the place of those discharged. The strike organiser says that his motto is "White crews from white ports." Up to the present Chinamen have not been shipped to Belfast. I learn that the Transport Workers' Federation have decided to work up to the abolition of Chinese recruiting in British ports.

THE LESSON OF BULGARIA.

According to Sir John French the extraordinary and almost unparalleled success of the Bulgarian Army is due in a very large measure to the superiority and the excellence of its leaders. The superiority consisted of the ability and the devotion which the leaders displayed to the training and instruction of their men for war during peace time, and, also, in their skill. Sir John was addressing the officers and Gentlemen Cadets at the Royal Military College, Sandhurst, and he took credit in the reflection that these principles were just those which they had always tried to inculcate into the Cadets. The success of the Bulgarian Army apparently came as no surprise to Sir John, who was in a reminiscent mood, and related how some years ago when travelling through the Balkans, he saw by the kindness and courtesy of the Bulgarian Staff a great deal of what went on. Everywhere he saw the same thing—hard, energetic work to prepare for that great war they knew to be impending. The work was carried on from week end to week end, by day and night; there was never any falling off and no sort of slackness was shown. The leaders from the highest to the lowest were impressed by that one love of country, and a determination to succeed when the time came, and with the absolute knowledge that the time would come, and that the work they were doing then would decide whether they were to be successful or not. The Bulgarian officers were taught and impressed from the very first that whatever position they held they were simply parts of a great machine, and that whether they were smaller or greater parts of that machine, they were just as important as the commander of the Army Corps. Sir John urged the Cadets to lay these lessons to heart as they never knew when the time would come. It was only an army properly organised and highly trained that could hope to emulate the efforts of those Bulgarian soldiers.

AMERICAN PARTY'S TOUR.

Mr. and Mrs. J. Harvey Ladew and a party of people prominent in New York society will visit Hongkong this coming year in the course of a world tour. After spending Christmas in Paris the party will leave for Naples to embark on Mr. Ladew's yacht, *Columbia*, and will reach Bombay in January. Thence she will go to Colombo, Calcutta, and afterwards to Singapore, Hongkong and Shanghai. Some time will be spent in Japan and the party will return to St. Petersburg by the Trans-Siberian Railway. Meanwhile the yacht will proceed across the Pacific and return to New York by way of the Panama Canal. It is the intention of the party to ascend the Yangtze-kiang river as far as possible, and to "do" the Chinese coast thoroughly. The yacht *Columbia* was built in 1899. Her gross tonnage is 682 and her length over all 196.3 feet. Mr. Ladew and his family have made many notable cruises in her. The travellers will have covered fully 20,000 miles before they again see New York in the autumn of 1913.

A MINISTER OF COMMERCE.

The Association of Chambers of Commerce have petitioned the Prime Minister on the question of the establishment of a Ministry of Commerce, the main reason being that many subjects of commercial importance never come officially before the Board of Trade owing to the subjects being attached to other Government Departments, where they are considered from an entirely different point of view than that of commerce. With respect to the British Consular Service it is pointed out that whilst the Foreign Office desires to retain the appointment of Consuls, they are required to serve for a short time at the Commercial Intelligence Department of the Board of Trade

in order to become familiar with trade questions before proceeding abroad. It would be a great boon if the publication of the reports of the Consuls could be further accelerated so that the valuable information they contain might reach the commercial public with the least possible delay. Perhaps, in time, the President of the Board of Trade will be authorised to communicate direct with the British Consuls in connection with commercial matters, and to obtain from them, when desirable, special reports on particular industries in addition to those now supplied in annual editions.

ACTIVITY AT PORTSMOUTH.

Great satisfaction prevails at Portsmouth over the announcement that during the next naval financial year two battleships will be launched and two laid down at the dockyard. This is considered to be in fulfilment of Mr. Churchill's promise that additional work was to be given to royal dockyards, where the cost of construction has proved to be less than in private contract establishments. Another possible reason is the expected rush of work in consequence of the offer of Dreadnoughts from Canada and other Overseas Dominions. Exceptional activity has prevailed at Portsmouth Dockyard for some time past, and the construction of ships is proceeding with great despatch.

GERMAN ARMY EXPANSION.

The fresh expenditure for the needs of the army, outlined by one of the official Berlin papers, is taken to mean that new estimates will be presented for the development of the airship fleet, increased provision of horses for artillery, and the formation of fresh cavalry divisions. To raise the necessary money the Reichstag will be asked to vote a "tax on property" during 1913, and the prospect of additional taxation is received with mixed feelings. Already it is stated that there are serious differences of opinion between the Treasury and the War Office with regard to the amount of the new charges.

TON OF LAW PAPERS.

Both in the matters of time and cost the action of Aird & Co. v. The Tanjong Pagar Dock Board will stand high among law suits. Half a ton of papers were delivered by each side and the documents not only blocked the gangways of the Court but overflowed into the adjoining consultation rooms. Even the Court clock had to be displaced in order to find accommodation for the plan of the dock. Of the 42 days' hearing, 13 were taken up by speeches of Counsel. The transcript of the shorthand notes runs to 3,000 pages of printed matter and nearly 24,000 questions were asked and answered. At the conclusion of the arguments on Friday last Mr. Justice Parker said that on the facts he held that there had been misrepresentation, but it was owing to a blunder. He reserved judgment on the legal consequences of this decision. Exceptionally high fees have been paid to Counsel, and in addition to famous K.C.'s there was a "galaxy of juniors."

CHINESE BOYCOTT OF JAPANESE IN MANILA.

NOW BASIS OF SERIOUS CHARGES.

Involving more than P.100,000 black-mail money, the first of a series of arrests in connection with the Chinese boycott of Japanese was made in Manila last week, says the *Manila Times*, when a prominent member of the Chinese colony, Bu Sia, was taken into custody. Threatening the lives and property, not only of members of the firm of Sin Tiong Hin, but of all of those having business dealings with them, and publishing these threats in circulars among the Chinese, is the charge against Bu Sia, but he is only one of scores against whom complaints are to be filed, the amount of money received as blackmail amounting, as far as is alleged to more than P.100,000, with new complaints coming in each day. The office of the prosecuting attorney has been cognizant of the state of affairs for some time, and a thorough investigation has been made, under the immediate direction of Captain Mark Scott, in charge of the Meisic station. It has been exceedingly difficult to obtain information in the matter, owing to the secrecy of the Chinese, and the fear inspired by the blackmailers among their victims. The amount of business transacted by Chinese of the Philippine islands in goods of Japanese manufacture or use runs into hundreds of thousands of pesos annually, and it was this trade which the more enthusiastic of the Chinese endeavoured to restrict, as a fancied assistance to their fellow-countrymen engaged in the boycott in China proper. An example of the circulars sent out is quoted in the complaint against Bu Sia. After calling the attention of every Chinese to his duty to his country, and mentioning that the firm of Sin Tiong Hin had been dealing in Japanese goods; it said, "If any coldblooded and shameless person deal with us and is found out by the hotblooded people, then he is said to be under the ban, and surely can not be forgiven," meaning, according to the Chinese interpretation, that the members of the Sin Tiong Hin firm and persons dealing with them were to be put to death. Chinese representing millions of pesos have been before the prosecuting attorney during the past week, to tell what they knew of the practices of the holdup men in extorting money under threats. The men involved in the complaints also represent large interests, and thousands of pesos will be forthcoming for their defence. Attorney O'Brien appeared as counsel for Bu Sia, whose bond was fixed at P.3,000.

INTIMATIONS

OVERWORK, FATIGUE, EXPOSURE.



The Food Question

All disappear or are alleviated by the gentle stimulus of a glass of PEMRTIN'S CLUB SHERRY. The delicious aroma, together with its inviting comfort, drives away weariness and cheers on to further efforts.

SOLE AGENTS:

H. RUTTONJEE & SON,
Wine and Spirit Merchants.

[31]

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,

CHATER ROAD.

CHRONOMETER-MAKERS,

WATCHMAKERS.

JEWELLERS AND OPTICIANS

FINE DIAMOND JEWELLERY

A SPECIALITY.

ENGLISH, AMERICAN AND SWISS

GOLD AND SILVER WATCHES.

GOLD AND SILVER BRACELET

WATCHES

ENGLISH MOUNTED CHINESE JADF

JEWELLERY.

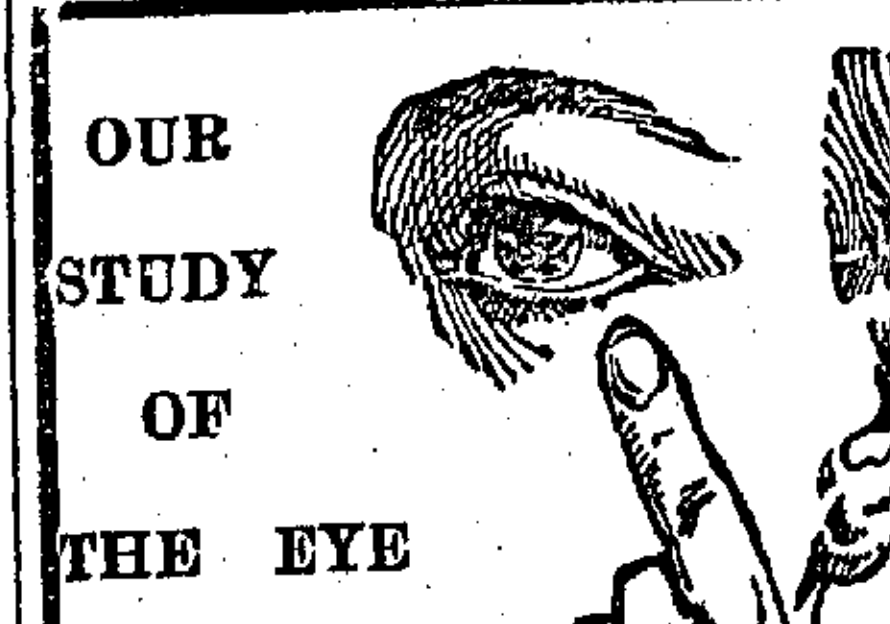
MAPPIN & WEBB'S

SILVERWARE,

CUTLERY and

PRINCES PLATE.

41



OUR STUDY OF THE EYE

and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses. Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN. WE WILL TELL YOU.



YONG BLDG., CHATER RD. HONGKONG

42

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.
Telegraphic Address: PRESS.
Codes: A.B.C. 4th Ed., Lieber's.

NEW ADVERTISEMENTS

ST. JOHN'S CATHEDRAL.

THE ANNUAL MEETING of St. John's Cathedral and Subscribers will be held at the CITY HALL, TO-DAY (WEDNESDAY), 22nd of January, 1913, at 5.30 P.M.

ALFRED BRYER,
Hon. Secretary.

GREEN ISLAND CEMENT CO., LTD.
LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHARLES HORS SHELTON of Canton a DUPLICATE CERTIFICATE of 100 Shares in this Company, or other Certificate or Certificates in lieu thereof, upon Statement that the Original Certificate No. 1914-100 Shares Numbered 25377/23376 and dated 20th March, 1912, has been LOST or DESTROYED; AND NO HUE IS HEREBY GIVEN that if within 30 days from the date hereof no Claim or Representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOMES & Co.,
General Managers.

WANTED.

SKILLED BOOKKEEPER with Considerable Mercantile Experience desires Permanent Situation or Extra Work in closing any set of Books. No objection to Coast Ports. Apply to—

"SKILL," Office,
Hongkong, 22nd January, 1913. [197]

TO LET.

MR. ALEX. MOIR would let his Compact Residence for Three or Four Months during the coming Summer to a suitable Tenant. Fully furnished, situated in the Beautiful Valley of the Arun—and near the picturesque village of Fildesworth, miles from Arundel and about 50 from London—comprising Lounge, Hall, 3 Reception Rooms, 6 Bed Rooms, not counting Servants' Rooms; Bath Room with Hot and Cold Water; up-to-date Sanitation. Nice Grounds. Motor Garage if required. For further particulars, apply to—

MR. JOHN WILKIE,
Care of MACDONALD & Co.,
York Buildings.

KOMORS
(KOMOR & KOMOR)
ART AND CURIO DEALERS,
ALEXANDRA BUILDINGS.

HAVE Received direct from the Factory in Smyrna

TURKISH
CARPETS

to be Sold at FACTORY PRICES to introduce them in Hongkong.

KOMORS,
ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1913. [21]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received Instructions to Sell by PUBLIC AUCTION, On FRIDAY, the 31st January, 1913, at 3 P.M., at his Auction Rooms in Duddell Street,

IN 4 LOTS,
THE VALUABLE LEASEHOLD PROPERTIES

known as Nos. 3, 4, 5, and 6, PROSPECT PLACE (BONHAM ROAD).

Particulars may be obtained from the Vendors Solicitors—
Messrs. DEACON, LOCKER, DEACON & HARSTON,
or from the Auctioneer.

Hongkong, 2nd January, 1913. [219]

WANTED.

BY Young Married Couple, in a refined European Home, One or Two ROOMS, with or without Meals, preferably on Top Floor, with Bathroom attached or near by. Kindly send all particulars to—

"LITTYD,"
Care of "Daily Press" Office,
Hongkong, 21st January, 1913. [212]

WANTED.

ONE LARGE or TWO SMALL FURNISHED ROOMS on the PRIME or Higher Levels.
Apply—
"SCENIC,"
Care of "Daily Press" Office,
Hongkong, 11th December, 1912.

PUBLIC COMPANIES

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWELFTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 27th January, 1913, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1912.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, 20th, to MONDAY, 27th January, 1913 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
E. BRUCE SHEPHERD
Acting Secretary

Hongkong, 14th January, 1913. [184]

THE WEST POINT BUILDING CO. LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 27th January, 1913, at 11.45 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1912.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 17th, to MONDAY, 27th January, 1913 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary.

HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.,
General Agents for the
WEST POINT BUILDING COMPANY, LTD.,
Hongkong, 11th January, 1913. [175]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 27th January, 1913, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1912.

The REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 17th, to MONDAY, 27th January, 1913 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary.

Hongkong, 11th January, 1913. [174]

UNION WATERBOAT COMPANY, LTD.

NOTICE TO SHAREHOLDERS

THE EIGHTH ANNUAL GENERAL MEETING of SHAREHOLDERS of the Company will be held in the Office of Messrs. DODWELL & Co., Ltd., on THURSDAY, 30th January, 1913, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1912.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to 30th January, 1913, both days inclusive.

DODWELL & Co., Limited,
General Managers.

Hongkong, 20th January, 1913. [213]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETY-THIRD ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 11th February, 1913, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th January to the 11th February, 1913, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 14th January, 1913. [186]

HONGKONG GYMKHANA CLUB.

THE ANNUAL GENERAL MEETING of the above Club will be held at 5.15 P.M. on MONDAY, the 3rd February, 1913, at the Rooms of THE HONGKONG JOCKEY CLUB, to pass the Accounts for the Season 1912, and elect the Committee and Officers for the coming Season.

REGINALD F. C. MASTER,
Hon. Secretary and Treasurer.

Hongkong, 15th January, 1913. [1206]

AUCTION

G. O. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On SATURDAY, the 25th January, 1913, at 3 P.M., on the Spot, The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of—

BOOTHES AND MATCHEDS, on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.

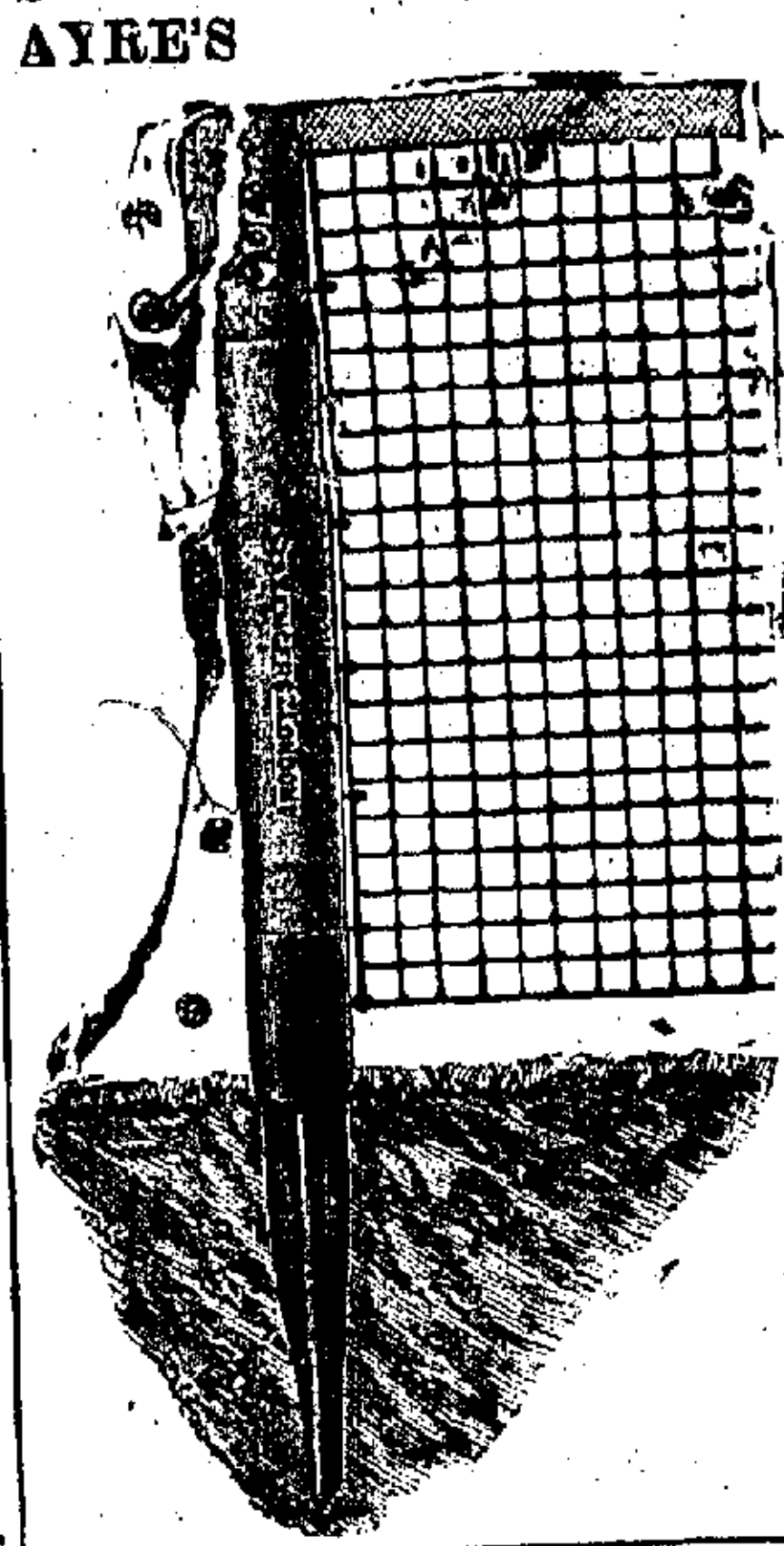
Terms:—Cash.
For Plan and Conditions of Sale, apply to—
HUGHES & HUGH,
Government Auctioneers.

Hongkong, 21st January, 1913. [210]

INTIMATIONS

LANE,
CRAWFORD & Co.

SLAZENGER'S 1913 TENNIS BALLS
SPALDING'S
AYRE'S



IN AIR-TIGHT CASES.

TENNIS RACKETS

ALL POPULAR MODELS.

FROM \$7.00 TO \$20.00

TENNIS NETS

FROM \$7.00 TO \$16.00 EACH.

TENNIS POSTS

COURT MARKERS.

RACKET COVERS.

GUT PRESERVER.

Etc., Etc.

SPECIAL RATES TO CLUBS.

TENNIS SHOES

WHITE CANVAS SHOES \$6.00 and \$7.00.

WHITE BUCKSKIN SHOES \$8.50 and \$10.00.

BUCKSKIN BOOTS \$10.50.

ALL BEST RUBBER SOLES, HAND-SEWN.

LANE, CRAWFORD & Co.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE NOTICE GIVEN under date the 14th day of January, 1913, convening an Extraordinary General Meeting of the Green Island Cement Company, Limited, for Tuesday, the 21st day of January, 1913, at 12 o'clock noon, is HEREBY CANCELLED.

SHEWAN, TOMES & Co.,
General Managers.

Dated this 16th day of January, 1913. [195]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Office of Messrs. SHEWAN, TOMES & Co., at St. George's Building, Charter Road, Victoria, in the Colony of Hongkong, on SATURDAY, the 25th day of January, 1913, at 12 o'clock Noon, when the subjoined Resolutions will be proposed:—

1. That the Memorandum of Agreement bearing date the Nineteenth day of April, 1912, and made between JOSEPH WHITFIELD, the Honorable Mr. EDWARD OSBORNE, and the Honorable Mr. HENRY EDWARD POLLOCK (Members of the Committee appointed by the Shareholders of the GREEN ISLAND CEMENT COMPANY, LIMITED, at the Annual General Meeting of that Company held on the Twenty-fifth day of March, 1911.) of the one part and SHEWAN, TOMES & Co., in their capacity of General Managers of the GREEN ISLAND CEMENT COMPANY, LIMITED, of the other part, as supplemented by a letter bearing date the Eighth day of May, 1912, and addressed by the said SHEWAN, TOMES & Co., as such General Managers of the above-named Company, to the above-named Committee and by the latter of such Members in answer thereto bearing date the 14th day of May, 1912, be and the same is hereby ratified and confirmed by the Shareholders of the said Company.

2. That the regulations contained in the copy of the proposed new Articles of Association of the GREEN ISLAND CEMENT COMPANY, LIMITED (which for the purpose of identification have been subscribed by Messrs. SHEWAN, TOMES & Co. as General Managers of such Company, and which may be inspected by any Shareholder of the said Company at the Office of the said General Managers at St. George's Building, Charter Road, Victoria, in the Colony of Hongkong, or at the Office of Messrs. DRACON, LOCKER, DEACON & HARSTON at No. 1, Des Voeux Road Central, Victoria, on any week-day between the hours of 10 A.M. and 4 P.M.) be and the same are hereby adopted as the Articles of the said Company to the exclusion of and in substitution for all the existing Articles thereof.

Should the above Resolutions be passed by the required majority they will be submitted for confirmation as Special Resolutions to a second Extraordinary Meeting which will be subsequently convened.

SHEWAN, TOMES & Co.,

INTIMATIONS

G. O. R.

WAR DEPARTMENT CONTRACT.

SEALED TENDERS will be received at the HEAD QUARTERS OFFICE, Victoria Barracks, Hongkong, until NOON on the dates shown against each item, for the undermentioned supplies and services, for the period of one year commencing from 1st April, 1913, except for Barracks Services, which is for a period of three years:—

TRANSPORT SERVICES.
Tenders to be delivered on 28th Jan. 1913.

SUPPLIES FOR HOSPITALS.
Tenders to be delivered on 3rd Feb. 1913.

MEAT.
FORAGE.
SUPPLIES FOR INDIAN TROOPS.
GENERAL SUPPLIES "A".
Tenders to be delivered on 5th Feb. 1913.

FUEL.
WASHING.
BARACK SERVICES.
GENERAL SUPPLIES "B".
Tenders to be delivered on 6th Feb. 1913.

Forms and other particulars can be obtained personally between the hours of 10 A.M. and 1 P.M., or by letter, to the Officer Commanding Army Service Corps, Victoria Barracks. The Tender Forms must be properly filled up, signed and dated, and no Tender will be considered unless made out on the proper Form and delivered at the HEAD QUARTERS OFFICE by Noon on the above dates in a closed envelope marked "Tender for..." and accompanied by a deposit of (†) \$50 or (‡) \$100 as a Guarantee of good faith; such sum to be forfeited to the State if the Tenderer refuses to accept a Contract allotted to him or if he fails to send in samples or to attend at the HEAD QUARTERS OFFICE when called upon.

The right to reject any or all Tenders is specially reserved.

Hongkong, 18th January, 1913. [207]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

(Incorporated 27th June, 1912.)

NOTICE IS HEREBY GIVEN that the SHARE WARRANTS to BEARER of the said Company can now be exchanged for those of the new CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

The Registered Certificates will be exchanged at the Transfer Offices of the Company, No. 26, Austin Friars, London, E.C., and may be lodged at the Offices of the Company in Tientsin to be forwarded to London for this purpose.

The Share Warrants to BEARER of the old Company can be exchanged at the Offices of the Company in Tientsin. The Share Warrants with Coupons No. 19 and 20 attached must be left at the Company's Office for examination, and if found to be in order the Share Warrants of the new Company will be ready for delivery after 23 days or as soon thereafter as possible on payment of the charges incurred by the Company.

By Order of the Board,
W. S. NATHAN,
Agent and General Manager.

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL.....Yen 48,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 17,850,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Amoy, Hankow, Harbin, Kobe, London, Lyons, Nagasaki, Peking, San Francisco, Shanghai, Singapore, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.

Hongkong, 11th January, 1913. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUND.....\$15,000,000
STARTING \$1,500,000 at 2/-=\$15,000,000
SILVER.....\$17,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.
E. SHILLIM, Esq.,—Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.
S. H. DODWELL, Esq., J. A. PLUMMER, Esq.,
G. F. FRIEDLAND, Esq., Hon. Mr. C. H. ROSS,
C. S. GUBBY, Esq., H. A. SLEDS, Esq.,
F. LIEB, Esq.

CHIEF MANAGER:
Hongkong—N. J. STARR.

ACTING MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STARR,
Chief Manager.

Hongkong, 28th November, 1912. [118]

THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL.....\$1,500,000
SUBSCRIBED.....\$1,125,000
PAID UP.....\$520,000
RESERVE FUND.....\$355,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

AGENTS IN JAPAN:
Messrs. JAEDINE, MATHESON & Co., Ltd.

BANKERS:
LONDON JOINT STOCK BANK, LTD.
Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,
Manager.

Hongkong, 14th September, 1912. [909]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,650,000
RESERVE LIABILITY OF PROPRIETORS.....£1,200,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.

Hongkong, 12th April, 1912. [133]

NEDERLANDSCH-INDISCH HANDELSBANK.

NEDERLANDSCH-INDISCH HANDELSBANK, ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (21,250,000)
Paid up Capital Fl. 14,905,350 (21,242,112)
Reserve Fund Fl. 5,022,161.27 (2418,513)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK, SWISS BANKING CO.

HEAD OFFICE: TAIPEI, FORMOSA.

ENTERTAINMENTS

VICTORIA THEATRE.

TO-NIGHT! TO-NIGHT!
FOR A FEW MORE NIGHTS ONLY.

DIRECT FROM AMERICA.

HUGHES MUSICAL COMEDY Co.

OF 25 ARTISTS—MOSTLY GIRLS.
4 COMEDIANS—ALL FUNNY.

FIRST PERFORMANCE OF
"THE SPECULATORS,"
Hongkong's Favourite.

GORGEOUS COSTUMES.
ELABORATE SCENERY.
LATEST NOVELTIES.

PRICES: \$2.00 and \$1.00
Soldiers and Sailors 70 cts.

MATINEES:
Next SATURDAY and SUNDAY.
Plan at MOUTRIE'S.

Hongkong, 22nd January, 1913. [199]

BIJOU

SPECIAL ANNOUNCEMENT:—
MISS OCEILE STEPHANO
(CLASSICAL CONTRALTO VOCALIST),
Makes Her FIRST APPEARANCE
in the FAR EAST,
on SATURDAY, 25th inst.

9.15—To-Night's Programme—9.15
Wigs, Wifles, and a Widow.
Motor Race at Dieppe.
The Blind Beggar's Daughter.
Oxford and Cambridge Boat Races.
Latest War Views.

MISS DOLLY SWIFT.
MISS ADA ROWLEY
in New Tunes.

Sat., 25th inst.: THE MYSTERIES OF PARIS.
Hongkong, 22nd January, 1913. [61]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR,
Chief Manager.

Hongkong, 1st July, 1911. [19]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS... \$7,000,000
equal \$1,400,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO

**VICTORIA. VANCOUVER. B.C.
SEATTLE & TACOMA.**

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS.

STEAMER	SAILING
"OCKLEY"	On 29th Jan.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious
Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
Telephone No. 780. KING'S BUILDING, PRINCE CENTRAL.

NEW YORK LINE.REGULAR SERVICE FROM
JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.

Operated by Steamers of the
AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.
STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

AFRICAN LINES.**ORIENTAL AFRICAN LINE.**

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.
Proposed Sailings.

S.S. "DUNERIC" 3,000 tons End of February.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Large carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:

FROM COLOMBO:

Connecting with S.S. "SALAMIS" 10th Feb.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

138-38-40

**"THE BIG 4" of the
PACIFIC MAIL S.S. CO.**

	COMFORT.	SAFETY.	SPEED.
MONGOLIA 27,000 tons, twin screws.			
MANCHURIA 27,000 tons, twin screws.			
KOREA 18,000 tons, twin screws.			
SIBERIA 18,000 tons, twin screws.			
NILE ... 11,000 tons.			
CHINA ... 10,200 tons.			
PERIA ... 9,000 tons.			
Also			

From HONGKONG calling at

SHANGHAI, NAGASAKI,

KOBE (via Inland Sea),

YOKOHAMA and HONO-

LULU (the Paradise of the

Pacific) through Service via

NEW YORK to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games,
Amusements, Wireless, Submarine Signal Service, and
Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE
(First Class accommodations are provided for £54 to London (return ticket £90.10s.)
and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS	Tons	Starting
PERIA	9,000	TUESDAY, 28th Jan., at 1 P.M.
KOREA	18,000	TUESDAY, 4th Feb., at 1 P.M.
SIBERIA	18,000	TUESDAY, 18th Feb., at 1 P.M.
CHINA	10,200	TUESDAY, 25th Feb., at 3 P.M.
MANCHURIA	27,000	TUESDAY, 4th Mar., at 1 P.M.
NILE	11,000	TUESDAY, 18th Mar., at 3 P.M.
MONGOLIA	27,000	TUESDAY, 25th Mar., at 1 P.M.
PERIA	9,000	TUESDAY, 15th April, at 1 P.M.

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between
Kobe and YOKOHAMA, Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	ARRIVE MANILA.	FROM MANILA.	ARRIVE HONGKONG.
25th Feb. ... CHINA ...	27th Feb.	21st Feb. ... MANCHURIA ...	23rd Feb.
12th Mar. ... NILE ...	20th Mar.	8th Mar. ... NILE ...	10th Mar.
15th Apr. ... PERIA ...	17th Apr.	16th Mar. ... MONGOLIA ...	18th Mar.
13th May ... CHINA ...	15th May.	5th Apr. ... PERIA ...	7th Apr.
3rd June ... NILE ...	5th June.	13th Apr. ... KOREA ...	15th Apr.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

Telephone No. 141.

FRED J. HALTON, AGENT.

(Panama-Pacific International Exposition—San Francisco—1915)

**HONGKONG. CANTON. MACAO &
WEST RIVER STEAMERS.**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 22ND JANUARY, 1913.
8 a.m. "HEUNGSHAN." 8 a.m. "FATSHAN."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

THURSDAY, 23RD JANUARY, 1913.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 26TH JANUARY, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET, WHARF at 9 a.m. and return
from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUL." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government,
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
via Singapore, Penang, Colombo, Aden, Suez and Port Said.
S.S. "BOHEMIA," 7,900 tons, will leave above on 1st Mar., at 5 p.m.
S.S. "AFRICA," 7,900 tons, will leave above on 13th Mar., at 5 p.m.
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN
TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave above on 29th Jan., at D'light.
S.S. "AFRICA," 7,900 tons, will leave above on 1st Mar., at D'light.
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, ROME AND VENICE, via
Singapore, Penang, Colombo, Bombay, Karachi, Aden, Suez and Port Said.
S.S. "VORWARTS," 12,900 tons, will leave above about 1st Feb.
S.S. "E. F. FERDINAND," 12,000 tons, will leave above about 3rd March.

to YOKOHAMA, KOBE via SHANGHAI.
S.S. "E. F. FERDINAND," 12,000 tons, will leave above about 1st Feb.
S.S. "AUSTRIA," 14,000 tons, will leave above about 2nd March.
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to—

SANDER, WIELER & Co., Agents.

Hongkong, 22nd January, 1913.

Princes' Building.

**SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

DESTINATION	STEAMERS	TONS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"YEDDO"	7,200	On 27th Jan.
COPENHAGEN and BALTIC PORTS	"CANTON"	6,500	On 30th Jan.

For Freight and Further Particulars, apply to—
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

**WESTERN PACIFIC
DENVER AND RIO GRANDE**

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU 21,000 tons.

S.S. CHIYO MARU 21,000 tons.

S.S. SHINYO MARU 21,000 tons.

AND

S.S. NIPPON MARU 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Strong Observation, Daily tank bathing, cricket,
baseball, dances and free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC-DENVER AND
RIO GRANDE.**

The T.K.K. Lines connect at San Francisco with the palatial trains of the Western
Pacific and Deaver and El Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers,
Through Tourist Sleepers,
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

JAVA-CHINA JAPAN LIJNREGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS ...	JAVA	Second half of January	SHANGHAI	Second half of January
TJITAROEM ...	JAPAN	Second half of January	JAVA	Second half of January
TJILIWONG ...	JAVA	Second half of January	JAPAN	Second half of January
TJILATJAP ...	JAVA	Second half of January	JAPAN	Second half of January
TJIMAH ...	JAPAN	First half of February	JAVA	First half of February
TJIMANOEK ...	JAVA	First half of February	JAPAN	First half of February
TJIPANAS ...	JAVA	First half of February	SHANGHAI	First half of February
TJIKINI ...	JAVA	Second half of February	JAPAN	Second half of February

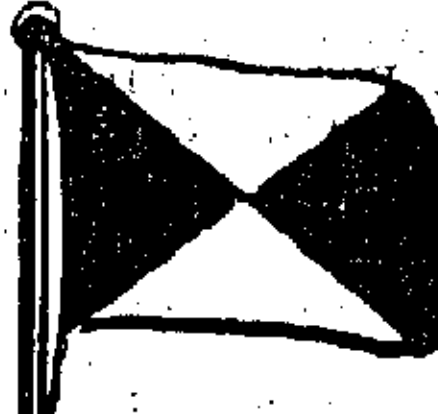
The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.York Buildings, 1st Floor.
Hongkong, 22nd January, 1913.

Telephone No. 375.

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**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller ...	Manila, Mangarin, Iloilo and Cebu	On 27th Jan., 4 P.M.
ZAFIRO	4000	McMurray ...	Manila, Mangarin, Iloilo and Cebu	On 5th Feb., 4 P.M.

PHILIPPINES CARNIVAL, FEB. 1ST TO 9TH, 1913.
For Sailing on January 25th, Special Reduced Rate HONGKONG-MANILA and Return,
\$50.00. Return Tickets are Available for One Month from date of issue.

No Poll Tax.
For Freight or Passage, apply to—
SHEWAN, TOMES & Co., General Managers,
Hongkong, 17th January, 1913. PHILIPPINES S.S. Co. 110

BRITISH INDIA S. N. CO., LTD.**A PCAR LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.**EASTWARD.**

S.S. "JAPAN," 6,013 tons, Captain C. P. Aedon, will be despatched for
Kobe and MOJI on 30th Jan.
S.S. "THONGWA," 6,298 tons, Capt. Fysh, will be despatched to SHANGHAI,
Kobe and MOJI on 14th Feb.

WESTWARD.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 24th Jan., at 3 P.M.
S.S. "ARRATON APCAR," 4,460 tons, Capt. R. F. Thomson, will be despatched
as above on 6th Feb.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 21st January, 1913.

AGENTS.

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**NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL
LINES.**

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN ...	"PRINZ LUDWIG," Capt. F. v. BINZER	18,300	{Wed'ay, 22nd Jan., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ...	"BREMEN," Capt. B. WILHELM	20,800	{About Thursday, 25th Jan.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"COBLENZ," Capt. L. KLUGKIST	6,750	{Saturday, 25th Jan., at 9 A.M.

Kobe and YOKOHAMA ... { "PRINZ SIGISMUND," Capt. D. LENZ, 6,000 {About Tuesday, 4th Feb.

KUDAT and SANDAKAN ... { "BOERNEO," Capt. F. SIBBELL, 5,000 {Beginning of Feb.

All the Steamers of the European Line are fitted with Wireless Telegraphy

New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,**MELCHERS & Co.,**

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 13th January, 1913.

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PASSENGER SEASON 1913.**NORDDEUTSCHER LLOYD, BREMEN.**

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON
"GOEBEN"	17,300 tons	ON FEBRUARY 4TH.
"BREMEN"	21,060 "	ON FEBRUARY 19TH.
"DERFFLINGER"	17,250 "	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH"	16,000 "	ON MARCH 19TH.
"BUELOW"	17,250 "	ON APRIL 1ST.
"PRINZESS ALICE"	20,300 "	ON APRIL 16TH.
"LUETZOW"	17,300 "	ON APRIL 29TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE
FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.
(System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 17th December, 1912.

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**THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, & C.**

Head Office for the Far East:— 16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED

in BEIGN MONIES exchanged.

Cable Office:—LUDGATE CIRCUS, LONDON, E.C.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STRAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NOYABA Capt. H.R. Hetherington, R.N.R.	10 A.M. 22nd Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SOMALI Capt. W. W. Cooke, R.N.R.	About 26th Jan.	Freight and Passage.
SHANGHAI	HIMALAYA Capt. H. G. Evans, R.N.R.	About 30th Jan.	Freight and Passage.
LONDON via USUAL PORTS	ASSAYE Capt. G. W. Cookman, R.N.R.	Noon 1st Feb.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 21st January, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STRAMERS	TO SAIL
HAIPHONG	"SUNGKIANG"	On 23rd Jan., 10 A.M.
SHANGHAI	"CHENAN"	On 23rd Jan., 4 P.M.
NINGPO and SHANGHAI	"CHANGCHOW"	On 25th Jan., Noon.
SHANGHAI	"LINAN"	On 25th Jan., Midnight.
MANILA, CEBU and ILOILO	"TEAN"	On 28th Jan., 4 P.M.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE, AGENTS.

For Freight or Passage apply to—
Hongkong, 22nd January, 1913. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITANG"	Capt. A. E. Hodgins	FRIDAY, 24th Jan., at 10 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 28th Jan., at 10 A.M.
"HAITAN"	Capt. J. S. Rosch	FRIDAY, 31st Jan., at 10 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 22nd Jan., at 10 A.M.
		SUNDAY, 26th Jan., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blakes Pier).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 21st January, 1913.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	7th Feb.	On 1st Feb., 11 A.M.
		On 1st Mar., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
Agents.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from HONGKONG, MANILA and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. O. J. D. AHLERS	11th Feb.
S.S. SILSIA	15th Feb.
S.S. LUEVIA	15th Feb.
S.S. SPIZIA	26th Feb.
S.S. SCANIA	10th Mar.
S.S. SITHONIA	23rd Mar.

For Further Particulars apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th January, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND
TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 11th Feb., Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 11th Mar., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 1st April, at Noon.
TENYO MARU	E. Bent	TUESDAY, 8th April, at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 11th February, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 4th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blakes Pier).

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers	Captains	Leaves
"SEATTLE MARU"	T. Saito	THURSDAY, 23rd Jan., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 5th Feb., at 2 P.M.
"CHICAGO MARU"	I. Goto	THURSDAY, 20th Feb., at 2 P.M.
"CANADA MARU"	K. Hori	WEDNESDAY, 5th Mar., at 2 P.M.
"TACOMA MARU"	T. Kamada	SATURDAY, 22nd Mar., at 2 P.M.
"PANAMA MARU"	J. Kano	WEDNESDAY, 2nd April, at 2 P.M.

Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Porcel. Special attention given toward Express connection.

SOUTH CHINA COAST AND
FORMOSA SERVICE.

For FOOCHOW via SWATOW AND AMOY.

Steamer	Captain	Leave
"KAJO MARU"	Y. Yamamoto	WEDNESDAY, 29th Jan., at 10 A.M.

For TAMSUI via SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIGI MARU"	Y. Somakawa	SUNDAY, 26th Jan., at 10 A.M.
"DAIJIN MARU"	T. Fuchigami	

For ANPING AND TAKAO via SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	WEDNESDAY, 22nd Jan., at 8 A.M.

FOR CANTON.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER
Second Floor, No. 1, Queen's Building.

COMPAGNIE MARITIME

INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

FORTNIGHTLY.

TONKIN

FAST LINE.

in 53 hours.

S.S. "SI-KIANG." Capt. E. de Catalenc.

(1st AND 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 29th Jan., 1913, at 9 A.M.

For Passengers and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STRAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. A. E. Moss	16,000	WEDNESDAY, 29th Jan., at D'light.
	KAGA MARU Capt. G. Tabusa	12,500	WEDNESDAY, 12th Feb., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	YOKOHAMA MARU Capt. K. Noda	12,500	TUESDAY, 23rd Jan., at Noon.
	INABA MARU Capt. S. Tominga	12,500	TUESDAY, 11th Feb., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	9,600	WEDNESDAY, 12th Feb., at Noon.
	KUMANO MARU Capt. M. Winkler	9,300	WEDNESDAY, 12th Mar., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	YAKATA MARU Capt. H. Nomura	12,500	SATURDAY, 25th Jan.
BOMBAY via SINGAPORE, and COLOMBO	KAWACHI MARU Capt. A. Christiansen	12,500	MONDAY, 3rd Feb.
KOBE and YOKOHAMA	HITACHI MARU Capt. T. Yamawaki	12,500	THURSDAY 30th Jan., at 11 A.M.
SHANGHAI, MOJI and KOBE	TOTOMI MARU Capt. A. Mooker	5,000	WEDNESDAY, 29th Jan.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler	9,300	WEDNESDAY, 12th Feb., at Noon.

§ Fitted with Non System of Wireless Telegraphy.

§ Cargo only

REDUCED RATES OF PASSAGE.

HONGKONG to PACIFIC COAST points...	1st Class £25 2nd Class £17
" " LONDON via NEW YORK...	1st Class £55 2nd Class £40
" " " via MONTREAL...	1st Class £54 2nd Class £37
Round-the-World, 1st Class throughout, via NEW YORK...	£100
" " " via MONTREAL...	£102

N.B.—While the rates are reduced, the excellence of the service in all respects will be maintained as heretofore.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

11-12-13

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMeward PASSENGER SEASON 1913.

FOR
MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH-TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Tons	Noon, SATURDAY	Steamer	Tons
ASSAYE	7500	February 1	MALLOJA	12500
HIMALAYA	7000	February 15	MOBEA	11000
DEVANHA	8000	March 1	MARMORA	10500
DELTA	8000	March 15	MEDINA	12500
INDIA	8000	March 29	Through Steamer	
ASSAYE	7500	April 12	MONGOLIA	10000
DEVANHA	8000	April 26	MACEDONIA	10500
CHINA	8000	May 10	MALWA	11000
DELTA	8000	May 24	MOOLTAN	10000
			SATURDAY	FRIDAY
			June 22	Mar. 7
				Mar. 15
				Mar. 21
				Mar. 29
				April 4
				April 10
				April 16
				May 2
				May 10
				May 16
				May 24
				May 30
				June 7
				June 13
				June 20
				June 23

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd SALOON £48.8 SINGLE, £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Tons	Leave HONGKONG	Due MARSEILLES	Due LONDON
NOVARA	7000	January 22	February 23	March 5
SUNDA	7000	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NANKIN	7000	March 19	April 20	April 30
NYANZA	7000	April 2	May 4	May 14
NORE	7000	April 16	May 18	May 28
NILE	7000	April 30	June 3	June 13
	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd SALOON £38.10 SINGLE, £57.4 RETURN.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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